OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

THE 'HONGKONG CHINESE MAIL'
報日字華港香
Hongkong Wa Yat Po.)
ISSUED DAILY.

CHUN UN MAN,
Manager and Publisher,

SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

No. 10,083 | 號三十月六年五十九百八千一英 | HONGKONG, THURSDAY, JUNE 13, 1895. | 日一廿月五年未乙 | PRICE, $2.50 PER MONTH.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK,** to be placed on **FIXED DEPOSIT** at **5 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

T. E. SANSOM,
pro. Manager, Hongkong.

Hongkong, June 13, 1895. 846

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED,.....£1,125,000.
PAID-UP,.....£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 228

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
J. KREMER, Esq.—Chairman.
Hon. A. McCONACHIE—Deputy Chairman.
Hon. J. J. Bell-Irving. | S. C. Michaelsen, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

T. JACKSON,
Chief Manager.

Hongkong, June 12, 1895. 343

STAINFIELD'S PRIVATE HOTEL,
3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience. Accommodation for Table Boarders.

Particulars, Address,
Mrs. STAINFIELD,
Proprietress.

Hongkong, January 5, 1895. 38

Intimations.

TO HOUSE AGENTS OR OWNERS.

WANTED AT ONCE, LARGE HOUSE in healthy position, with all conveniences. Reply, giving Number of Rooms, Locality, Rent and all Particulars, to 'C.C.,' CHIEF ENGINEER'S OFFICE, NAVAL YARD.

Hongkong, June 12, 1895. 1088

LOST.

NOTICE is hereby given that Mr. LO CHEONG IP, Owner of SUBSECTION 4 of SECTION B of INLAND LOT No. 105, with the House thereon, known as No. 39, COCHRANE STREET, LOST his Title DEEDS to the above Property yesterday.

Dated this 7th June, 1895. 1070

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fourth Ordinary General MEETING of the SHAREHOLDERS of this Company will be held in the HONGKONG HOTEL, Victoria, Hongkong, on SATURDAY, 15th June, at 12 o'clock, Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st December, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 7th to the 15th Instant, both days inclusive.

By Order of the Board of Directors,
T. G. JOY,
Manager.

Hongkong, June 6, 1895. 1059

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 17th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, June 11, 1895. 1086

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the Sixth Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's OFFICES, No. 29, Queen's Road, on SATURDAY, the 22nd June, at Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1895, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 8th to 22nd June, both days inclusive.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, June 5, 1895. 1054

A GENTLEMAN desires to SHARE a HOUSE with a EUROPEAN, Married preferred, with occupation from 1st *July.* Rent, $17.50.

Three ROOMS available, which can be viewed on application to
H. J. WATSON,
Clerk, VICTORIA GAOL.

Hongkong, June 10, 1895. 1077

Hannay's COMPOSITION FOR Coating Ship's Bottoms.

USED BY:—
Ocean S.S. Co.
White Star Line.
East Indian Ocean S.S. Co.
Glen Line.
Cunard Line.
Allan Line, etc.

HARRY WICKING,
Agent for Hongkong & South China.

Hongkong, May 1, 1895. 815

To Let.

TO LET.

THE EIGHT-ROOMED HOUSE, No. 27, CAINE ROAD, occupation from 1st *September next.*

No. 9, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, June 1, 1895. 1038

TO LET.

From 1st July.

NO. 5, WEST TERRACE.

Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, May 31, 1895. 1028

TO LET.

DWELLING HOUSES—
'HIGHCLERE,' at MAGAZINE GAP.
'DES VŒUX VILLAS,' at THE PEAK.
HOUSES in RIPON TERRACE.
FLOORS in BLUE BUILDINGS.
OFFICES—
FIRST FLOOR, No. 7, PRAYA CENTRAL, at present occupied by Messrs. HOLLIDAY, WISE & Co.
GODOWNS—
No. 7A, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, June 10, 1895. 215

TO LET.

NO. 2, DUDDELL STREET.
Large GODOWN on KOWLOON, Praya.

Apply to
LINSTEAD & DAVIS.

Hongkong, June 11, 1895. 1085

Business Notices.

LANE, CRAWFORD & Co.

MUSICAL DEPARTMENT.

STOCKS ON HAND AND AT REASONABLE PRICES, OF

ENGLISH PIANOS, BY
COLLARD & COLLARD.
JOHN BROADWOOD & SONS.
CHALLEN & SON.

GERMAN PIANOS, BY
C. BECHSTEIN.
F. DÖRNER & SOHN.
F. GEIGER.

BAND INSTRUMENTS, BY
BOOSEY & Co.
METZLER & Co.
GAUTROT & Co.
BESSEN & Co.

PIANOS Sold on the Monthly Payment System.
TUNINGS AND REPAIRS, by FIRST-CLASS WORKMEN.
A LARGE SUPPLY OF MUSIC IN SHEETS AND VOLUMES.

Hongkong, June 11, 1895. 1083

HONGKONG HOTEL.

ELECTRIC LIGHT IN BILLIARD ROOM.

BEST LIQUORS at BARS.

Hongkong, June 13, 1895. 1103

WALTER W. BREWER.

SPORTING GOODS.

FOOTBALLS. BOXING GLOVES.
CRICKETING GOODS. TENNIS GOODS.
INDIAN CLUBS. DUMB BELLS.
'ASCOT' RACE GAME.
THE OLD " "

Hongkong, June 10, 1895. 1075

SHANGHAI BREWERY
Pale Bitter Ale,
IN SMALL CASKS.

BREWED from MALT & HOPS only.
IN SPLENDID CONDITION.
Casks— 9 Gallons ... ... $ 7.50.
18 do. ... ... 15.00.
DOUBLE STOUT.
Casks— 9 Gallons ... ... $ 8.00.
18 do. ... ... 16.00.

WATTS & Co.,
Sole Agents, Ice House Street.

860

EDWARDS'
"HARLENE" FOR THE HAIR
WORLD-RENOWNED
Hair Producer and Restorer.
Is the Best Dressing, specially prepared and Perfumed for Toilet Use.

"HARLENE" PRODUCES LUXURIANT HAIR, PREVENTS ITS FALLING OFF AND TURNING GREY.
Unequalled for Promoting the Growth of the Beard and Moustache.
THE WORLD-RENOWNED REMEDY FOR BALDNESS.
For Curing Weak and Thin Eyelashes, Preserving, Strengthening, and Rendering the Hair beautifully Soft. For removing Scurf, Dandruff, etc., also for Restoring Gray Hair to its Natural Colour, it is without a rival. Physicians and Analysts pronounce it to be devoid of any metallic or other injurious ingredients. 1s., 2s. 6d., and 5s. 6d. per Bottle. May be had from Chemists, Hairdressers, and Perfumers all over the World.
EDWARDS' "HARLENE," CO., 95, HIGH HOLBORN, LONDON, W.C.

W. POWELL & Co.

JUST RECEIVED
NEW STOCK OF
SUMMER DRESS MATERIALS.
Patterns free by Post.

W. POWELL & Co.

Hongkong, May 11, 1895. 990

Apollinaris.

"THE QUEEN OF TABLE WATERS."

"First in Purity."
BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not even dream of."
MORNING ADVERTISER.

SOLE AGENTS:
CARLOWITZ & CO.
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED,
28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.

Jointings for any work, however great the pressure and temperature.

LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

700

H. RUTTONJEE.

CLARET. CLARET. CLARET.

THE following CLARETS are Specially bottled for me at BORDEAUX:—

	Per doz. Quarts.	Per doz. Pints.
P. MARGAUX,	$12.50	$6.75
ST. JULIEN (Two Crown),	9.50	5.75
ST. JULIEN (One Crown),	7.00	4.00

I can guarantee the Brand is far Superior in quality and cheaper in price than any Claret obtainable at this price.

H. RUTTONJEE, 13, *D'Aguilar Street.*

Hongkong, May 11, 1895. 880

HONGKONG TRADING Co.
(JUST RECEIVED).

THE ROYAL SHIRT (All Sizes).
COLLARS (Newest Shapes).
TENNIS SHIRTS, TENNIS SHOES.
Nos. 1 to 5, D'AGUILAR STREET,
And Under HONGKONG HOTEL.

Hongkong, May 31, 1895. 1027

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
STRAITS, COL'BO AND BOMBAY	*Brindisi*	About 15th June	Freight or Passage.
SHANGHAI	*Khedive*	About 16th June	Freight or Passage.
LONDON, &c.	*Ravenna*	Noon, 20th June	*See Special Advertisement.*
JAPAN	*Verona*	Daylight, 22nd June	Freight or Passage.
LONDON (Direct)	*Java*	About 25th June	Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office,
Hongkong, June 8, 1895.

ALF. WOOLLEY, *Acting Superintendent.*

1067

Insurance.

QUEEN INSURANCE COMPANY
NOW MERGED IN THE
ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed AGENT for the above Company is now prepared to ACCEPT RISKS against FIRE at Current Rates.

G. H. POTTS.

Hongkong, May 15, 1895. 924

Shipping.

Steamers.

THE OREGON RAILWAY AND NAVIGATION COMPANY.

FOR VICTORIA, B.C., AND PORTLAND, OREGON.

The Steamship
Asloun,
Captain MURRAY, will be despatched for VICTORIA, B.C., and PORTLAND, O., via KOBE and YOKOHAMA, on the 15th June.

Through Bills of Lading will be granted to all points in the United States and Canada.

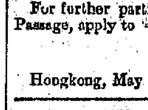
Consular Invoices for Cargo to United States points must be sent to the Office of the Undersigned, addressed to the Collector of Customs, Portland, O.

For further particulars as to Freight or Passage, apply to
SHEWAN & Co.,
Agents.

Hongkong, May 22, 1895. 970

CHINA NAVIGATION COMPANY, LIMITED.

FOR JAVA PORTS.



The Steamship
Shantung,
Capt. VAUGHAN, will be despatched on TUESDAY, the 18th June.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 30, 1895. 1023

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* SINGAPORE.

The Co.'s Steamship
Chingtuo,
JAMES GRAY, Comm'der, will be despatched as above on or about the 21st Instant.

For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, June 6, 1895. 1056

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

The Steamship
Kweiyang,
Captain DAWSON, will be despatched as above on MONDAY, the 17th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 12, 1895. 1072

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES *for landing Passengers if sufficient inducement offers).*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN).

The Steamship
Aglaia,
Capt. G. PETERSEN, will be despatched for the above Ports on WEDNESDAY, the 19th Instant, at 4 p.m.

To be followed by:—
Steamship *Lanzang,*
Captain H. FORMES, on or about the 1st July,
Steamship *Irene,*
Captain R. SCHÜDER, on or about the 8th July,
And Steamship *Erato,*
Captain J. OSTERMANN, on or about the 17th July.

These Steamers have superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

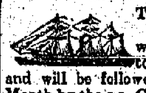
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, June 11, 1895. 991

SPANISH MAIL STEAMSHIP LINE.

Managing Proprietors:
PINILLOS, SAENZ & Co., CADIZ.

Taking Cargo and Passengers without transhipment to BARCELONA, CADIZ *and* LIVERPOOL.



The Steamship
Barcelona
will load here as above, towards END OF JULY, and will be followed at intervals of One Month by the s.s. *Cadiz* and s.s. *Manila.*

For further information apply to the AGENCY of the Company, No. 22 Stanley Street.

VILLA, LOPEZ & Co.,
Agents.

Hongkong, May 18, 1895. 923

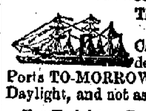
Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

(Taking Cargo for TAMSUI, *which will be transhipped at* AMOY).



The Co.'s Steamship
Namoa,
Captain ROAUH, will be despatched for the above Ports TO-MORROW, the 14th Instant, at Daylight, and not as previously notified.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, June 13, 1895. 1079

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

(Taking through Cargo for SULU, MENADO *and* GORONTALO).

The Co.'s Steamship
Memnon,
Captain BRANCH, will be despatched as above on FRIDAY, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 10, 1895. 1078

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Ulysses,
Captain LAPAGE, will be despatched as above on WEDNESDAY, the 19th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 10, 1895. 1082

FOR YOKOHAMA AND KOBE.

The Steamship
Helene Rickmers
will be despatched as above on THURSDAY, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 12, 1895. 1064

SHELL LINE OF STEAMERS.

FOR HAMBURG AND LONDON.

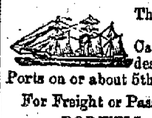
The Co.'s Steamship
Turbo,
Capt. E. MOSES, will be despatched as above on or about the 25th Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, June 10, 1895. 1032

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.



The Steamship
Glamorganshire,
Captain VYVYAN, will be despatched for the above Ports on or about 5th July.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 11, 1895. 1087

Sailing Vessels.

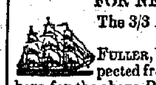
FOR SAN FRANCISCO.

The 100 *A.I.* British Ship
Glenesslin,
PRITCHARD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, May 14, 1895. 914

FOR NEW YORK.



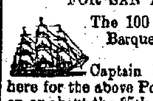
The 3/3 *A.I.I.* American Ship
Santa Clara,
FULLER, Master, shortly expected from SHANGHAI, will load here for the above Port and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, May 11, 1895. 898

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

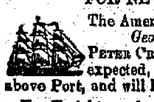


The 100 *A 1* Steel 4-Masted Barque
Alcedo,
Captain R. COUTTS, will load here for the above Port, and be despatched on or about the 25th July, a.c.

For Freight, apply to
MELCHERS & Co.

Hongkong, June 7, 1895. 1065

FOR NEW YORK.

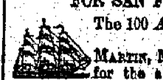


The American Ship
George F. Manson,
PETER CRAGE, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.

Hongkong, June 1, 1895. 1036

FOR SAN FRANCISCO.

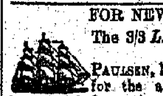


The 100 *A.I.* British Ship
Lynchurst,
MARTIN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, May 29, 1895. 1010

FOR NEW YORK.



The 3/3 *L.I.I.* German Barque
Adolph,
PAULSEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, May 17, 1895. 943

Entertainments.

THEATRE ROYAL,

CITY HALL.

SATURDAY EVENING, 15th June.

GRAND COMPLIMENTARY BENEFIT
TENDERED TO
THE SISTERS CAREY, CYNTHIA AND DOT.
Under the Distinguished Patronage of
HIS EXCELLENCY THE GOVERNOR
SIR WILLIAM ROBINSON, K.C.M.G.

For full Particulars see future Advertisements.

Hongkong, June 12, 1895. 1089

CITY HALL,

HONGKONG.
FOR 12 NIGHTS ONLY!
THE NEW
WILLARD OPERA COMPANY.
GRAND OPENING NIGHT.
MONDAY, the 17th June,
'THE GAIETY GIRL'
FULL CHORUS. FULL ORCHESTRA.
Prices of Admission—$3, $2, and $1.
Plan at Messrs. KELLY & WALSH.
Hongkong, June 10, 1895. 1080

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship *Formosa*, Captain Hopkins, will be despatched for the above Ports TO-MORROW, the 14th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, June 13, 1895. 1100

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Steamship *Sungkiang*, Capt. C. B. N. Dodd, will be despatched as above on SATURDAY, the 15th Inst., at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 13, 1895. 1099

FOR SHANGHAI.

The Steamship *Peiyang*, Captain R. KOHLER, will be despatched for the above Port on MONDAY, the 17th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, June 13, 1895. 1102

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Kutsang*, Captain PAYNE, will be despatched as above on TUESDAY, the 18th Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, June 13, 1895. 1097

FOR KOBE AND YOKOHAMA.

The Steamship *Queen Victoria*, GUTHRIE, Commander, will be despatched for the above Ports on or about the 21st Inst.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, June 13, 1895. 1095

HONGKONG RIFLE ASSOCIATION.

SATURDAY, 15TH JUNE, 1895,
AT 2.45 P.M.

COMPETITION—Long Range CUP and SPOONS. Ranges—800 and 900 yards. Shots—Ten. Entrance Fee, 30 Cents.

G. K. MOORE,
Hon. Secretary.
Hongkong, June 13, 1895. 1101

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon on the 15th Inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, June 13, 1895. 1096

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship *Glenartney* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. TO-DAY.

Cargo remaining undelivered after the 19th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 25th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, June 13, 1895. 1098

Vessels Advertised as Loading.

Destination	Vessels.	Agents.	Dates of leaving.
Amoy and Tamsui	Formosa (s)	Douglas Lapraik & Co.	June 14, daylight.
B'lona, Cadiz & L'pool	Barcelona (s)	Villa, Lopez & Co.	Quick despatch.
Bremen & Ports of Cal.	Prinz Heinrich (s)	Norddeutscher Lloyd	June 24, at 3 p.m.
Chefoo and Tientsin	Kweiyang (s)	Butterfield & Swire	June 17.
Hamburg and London	Turbo (s)	Arnhold, Karberg & Co.	About June 25.
Japan	Verona (s)	P. & O. S. N. Co.	June 22, daylight.
Java Ports	Shantung (s)	Butterfield & Swire	June 18.
Kobé and Yokohama	Queen Victoria (s)	Dodwell, Carlill & Co.	About June 21.
London, v. Suez Canal	Ulysses (s)	Butterfield & Swire	June 19.
London, v. Singapore	Chingwo (s)	Holliday, Wise & Co.	About June 21.
London & Ports of Call	Ravenna (s)	P. & O. S. N. Co.	June 20, at noon.
London and Hamburg	Glamorganshire (s)	Dodwell, Carlill & Co.	About July 5.
London	Java (s)	P. & O. S. N. Co.	About June 25.
Manila	Sungkiang (s)	Butterfield & Swire	June 15, at 4 p.m.
Marseilles, v. Saigon	Oceanien (s)	Messageries Maritime	June 26, at noon.
New York	Santa Clara	Carlowitz & Co.	Quick despatch.
New York	Adolph	Shewan & Co.	Quick despatch.
New York	George F. Manson	Melchers & Co.	Quick despatch.
S. Francisco, v. Japan	Gaelic (s)	O. & O. S. S. Co.	June 18, at noon.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	June 28, at noon.
San Francisco	Glenesslin	Shewan & Co.	Quick despatch.
San Francisco	Lyndhurst	Shewan & Co.	Quick despatch.
San Francisco	Alcedo	Melchers & Co.	About July 25.
Sandakan and Kudat	Memnon (s)	Butterfield & Swire	June 14, at 4 p.m.
Shanghai	Peiyang (s)	Siemssen & Co.	June 17, at 4 p.m.
Shanghai	Khedive (s)	P. & O. S. N. Co.	About June 16.
S'pore, Havre & H'bur	Aglaia (s)	Siemssen & Co.	June 19, at 4 p.m.
S'pore, C'mbo & B'bay	Brindisi (s)	P. & O. S. N. Co.	About June 15.
S'pore, Penang & C'tta	Kutsang (s)	Jardine, Matheson & Co.	June 18, at 3 p.m.
S'tow, Amoy & F'chow	Namoa (s)	Douglas Lapraik & Co.	June 14, daylight.
Vancouver (B.C.) &	Empress of India (s)	Canadian P'cific R. Co.	July 3, at noon.
Victoria (B.C.), &c.	Evandale (s)	Nor. P'cific S. & R. Co.	June 25, at noon.
Victoria (B.C.), &c.	Aslomi (s)	Shewan & Co.	June 15.
Yokohama and Kobé	Helene Rickmers (s)	Butterfield & Swire	June 20.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 18th June, 1895, at 2.30 p.m., at his Sales Rooms, Queen's Road,—

HOUSEHOLD FURNITURE, &c.,

(For Sundry Accounts).

ONE VERY HANDSOME FOOCHOW LACQUERED SCREEN.
PLUSH and TAPESTRY-COVERED DRAWING-ROOM SUITES.
BLACKWOOD MARBLE-TOP CENTRE TABLE.
CHIMNEY GLASSES, PICTURES and ORNAMENTS.
CARPETS and RUGS.
EXTENSION DINING TABLE, MARBLE-TOP SIDEBOARD with BEVELLED GLASS BACK, DINNER WAGGON.
CROCKERY, GLASS and PLATED WARE.
IRON BEDSTEADS, DOUBLE and SINGLE WARDROBES with BEVELLED GLASS DOORS, MARBLE-TOP BUREAU with BEVELLED GLASS, MARBLE TOP DRAWING TABLES and WASHSTANDS.
ONE NEW JAPANESE JINRICKSHA.
TWO JINRICKSHAS.
ONE COOKING STOVE.
&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, June 13, 1895. 1104

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALCEDO, Brit. 4-masted barque, Captain Robt. Coutts.—Standard Oil Company.

CHALLENGER, Amer. ship, Capt. W. W. Purington.—Reuter, Brockelmann & Co.

GLENESSLIN, British ship, Capt. Thos. B. Pritchard.—Standard Oil Co.

SIAM, German ship, Captain Garliche.—Melchers & Co.

SHIPPING.

ARRIVALS.

June 12:—

Actiu, Danish steamer, 355, Hansen, Pakhoi June 9, and Hoihow 11, General.—A. R. MARTY.

June 13:—

Beatrice, British steamer, 1,442, J. Edward Swatow June 12, Ballast.—DODWELL, CARLILL & Co.

Kutsang, British str., 1,495, G. Payne, Calcutta May 26, and Singapore June 6, Opium and General.—JARDINE, MATHESON & Co.

Formosa, British steamer, 674, Hodgins, Tamsui June 11, Ballast.—DOUGLAS STEAMSHIP Co.

Sungkiang, British steamer, 994, C. B. N. Dodd, Manila June 10, General.—BUTTERFIELD & SWIRE.

Tellus, Norwegian steamer, 1,672, J. Amundsen, Moji June 7, Coal.—WIELER & Co.

Rainbow, British cruiser, 3,600, Capt. Wm. C. C. Forsyth, Tamsui June 11.

Glenartney, British steamer, 1,944, Jim. McGregor, Antwerp and London May 1, Penang June 3, and Singapore 6, General.—JARDINE, MATHESON & Co.

Queen Adelaide, British steamer, 1,835, Ritson, Chinkiang June 8, General.—MELCHERS & Co.

DEPARTURES.

June 13:—

Saghalien, for Shanghai.
Progress, for Touron.
Achilles, for Singapore and London.
Picciola, for Saigon.
Changsha, for Shanghai.
Machew, for Swatow.
Alderley, for Yokohama.
Rainbow, British cruiser, for a cruise.

CLEARED.

Formosa, for Amoy.
Gartha, for Rejang.
Beatrice, for Saigon.
Namoa, for Swatow.

PASSENGERS.

ARRIVED.

Per *Kutsang*, from Singapore, 341 Chinese.

Per *Formosa*, from Tamsui, 3 Chinese saloon, and 355 Chinese.

Per *Sunghiang*, from Manila, 1 European, and 7 Chinese.

Per *Rainbow*, from Tamsui, Captain Shubrick, R.M.L.I., and detachment of 30 Marines.

DEPARTED.

Per *Progress*, for Touron, 20 Chinese.

Per *Picciola*, for Saigon, 12 Chinese.

Per *Saghalien*, from Hongkong for Shanghai, Messrs W. Thompson, L. Portalis, and 1 Indian; for Nagasaki, 1 Japanese; for Kobe, 2 Japanese. For Shanghai: from Marseilles, Messrs R. Finch, Ramasse, Miss Cirasnoff, Messrs Martin and Kao Tohang Sam; from Singapore, Messrs Spiler and Marco, Mrs Muria, and Miss Anna; from Saigon, Mr G. Widemy. For Nagasaki: from Singapore, Messrs Doulsay, Hrozerewski, Mrs Ooyo, Mrs Othora, Matushi, and 1 Japanese. For Yokohama: from Marseilles, Messrs Odinzom, Gorunow, P. Weizu, Maximow, Bornatowitch, Pokrowsky, Londauer and Adet; from Singapore, Mr and Mrs de Garcia.

Per *Achilles*, from Shanghai: for London, 1 European. From Hongkong: for Singapore, Mr P. A. V. Remedios and assistant, Mr Adam Hogg.

Per *Machew*, for Swatow, 350 Chinese.

TO DEPART.

Per *Formosa*, for Amoy, 20 Chinese.

Per *Namoa*, for Swatow, 300 Chinese.

SHIPPING REPORTS.

The British steamer *Beatrice* reports: Had light N.E. wind and cross seas throughout.

The British steamer *Kutsang* reports: Left Calcutta May 26th, experienced very strong S.W. monsoon, blowing quite a gale at times, with high confused sea and overcast cloudy weather to Table Island; from there to Penang wind and sea moderate, weather overcast and gloomy. Arrived June 2nd; left Penang June 3rd, had light variable winds, smooth sea and cloudy weather until arrival at Singapore June 5th. Left Singapore June 6th, experienced light N.E'ly winds with smooth sea and clear weather, until 8 a.m. of the 10th. Barometer 29.77. From then till noon, the weather assumed a very threatening appearance, a high cross sea arose from the E.N.E. and N.N.W. wind blew very hard from N. by W., with very heavy rain. Noon 10 h., barometer 29.67. Position by dead reckoning 14.22 N., 113.16 E.; vessel reduced to half speed, turned round and steered S. 15° W. From noon terrific squalls, with blinding rain, succeeding one after another. Barometer fell rapidly and the sea increased in height. Wind shifting slowly to the N. Westward. At 4 p.m., Barometer 29.48. Lowest barometer reading taken at 6 p.m., reg. 29.46. Weather thick and dirty. Fierce squalls still continued, with very high cross sea. At 8 p.m., barometer 29.51; wind W. by N. ½ N., barometer rising slowly. At 10 p.m., vessel turned round again and steered N. 30 E.; till midnight weather continued squally with heavy rain. Wind shifting to the Southward, and blowing with increased violence. Midnight 10 h., barometer 29.62, similar weather until 4 a.m. the 11th; when squalls ceased and wind and sea commenced to moderate. From then experienced moderate S.E'ly winds, with moderate cross sea and fine cloudy weather until arrival at Hongkong June 13 h.

The British steamer *Formosa* reports: Had light winds and variable, fine clear weather, and S'ly swell. In Tamsui: H.M.S. *Redbreast*, 3 Japanese men-of-war, and 2 transports.

The British steamer *Sungkiang* reports: Had moderate to light N.E. winds with heavy S.W. swell throughout the passage and fine clear weather.

The Norwegian steamer *Tellus* reports: Had fine weather.

The British steamer *Glenartney* reports: Left London 1st May, light winds and fine weather to Port Said, arrived May 14th; left Suez 15th. Crossed Indian Ocean light monsoon and calms; arrived Penang June 3rd, left same day. Arrived Singapore 5th, left 6th, 9 p.m., had light N'ly winds to 14° N. Then encountered typhoon on 10 h. at 10 a.m. wind commencing at N.N.W., with heavy E.N.E. swell; at 6 p.m., barometer ceased to fall at 29.57, wind then being West, with very high pyramidal confused sea, terrific squalls with a deluge of rain. From 6 p.m. till midnight, wind shifted a point an hour, then altered to S.E. and blew steady from that quarter till Gap Rock was reached on the 12th, at midnight, with high confused sea following up. Anchored off Green Island at 2.30 a.m., 13th instant. May 16th, spoke s. s. *Exe*, lat. 14.10 N., long. 112.10 E.

The British steamer *Queen Adelaide* reports: June 10th, spoke *Sam Schofield*, of Brunswick, from New York, bound Shanghai, 185 days out, lat. 29° 47′ N., long. 122° 56′ E.

POST OFFICE NOTICES.

MAILS will close:—

For SANDAKAN & KUDAT.—
Per *Memnon*, at 3.30 p.m., on Friday, the 14th inst.

For SWATOW & SHANGHAI.—
Per *Choysang*, at 3.30 p.m., on Friday, the 14th inst.

For HAIPHONG.—
Per *Hanoi*, at 9.30 a.m., on Saturday, the 15th inst.

For MOJI.—
Per *Rubens*, at 11.30 a.m., on Saturday, the 15th inst.

For SAIGON.—
Per *Holstein*, at 3.30 p.m., on Saturday, the 15th inst.

For MANILA.—
Per *Sungkiang*, at 3.30 p.m., on Saturday, the 15th inst.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Kutsang*, at 2.30 p.m., on Tuesday, the 18th inst.

For SINGAPORE.—
Per *Aglaia*, at 3.30 p.m., on Wednesday, the 19th inst.

For YOKOHAMA & KOBE.—
Per *Helene Rickmers*, at 3.30 p.m., on Thursday, the 20th inst., instead of as previously notified.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Namoa* leaves for Coast Ports.
Daylight.—*Formosa* leaves for Amoy, &c.
4 p.m.—*Memnon* leaves for Sandakan, &c.

General Memoranda.

SATURDAY, June 15:—
Noon.—Meeting of Shareholders of Dakin, Cruickshank & Co., Ld., in Hongkong Hotel.
Goods per *Kutsang* undelivered after Noon landed.
9 p.m.—Performance at the City Hall.
MONDAY, June 17:—
9 p.m.—Performance at the City Hall.
9 p.m.—Meeting of Perseverance Lodge.
TUESDAY, June 18:—
Goods per Steamer *Saghalien* unclaimed after Noon subject to rent.
2.30 p.m.—Auction of Sundry Household Furniture, &c., at Mr J. M. Armstrong's.
Goods per *Maria Valerie* undelivered after this date subject to rent.
WEDNESDAY, June 19:—
Goods per *Glenartney* undelivered after this date subject to rent.
SATURDAY, June 22:—
Noon.—Meeting of Shareholders of The Hongkong Electric Co., Ltd., at the Company's Offices.

Exchange.

HONGKONG, June 13, 1895.

On London—	
Bank, Wire,	2 1⅞
" On demand,	2/1⅞
" 30 days' sight,	—
" 4 months' sight,	2/2⅛
Credits, 4 "	2/ ⅛
Documentary, 4 months' sight,	2/2½
On Paris—	
On demand,	2.71
Credits, 4 months' sight,	2.77
On Berlin—Demand,	2.19
On New York—	
On demand,	52¾
Credits, 60 days' sight,	54
On Bombay—	
Wire,	194½
On demand,	194¾
On Calcutta—	
Wire,	194½
On demand,	194¾
On Shanghai—	
On demand,	72½
30 days' sight, private paper	72⅝
Gold Leaf, 100 fine (per tael)	147.50
Sovereigns (Bank's buying rate)	$ 9.10
Silver (per oz.)	30½d.

NOTICE TO SUBSCRIBERS.

FROM the 1st January, 1895, the Subscription to the CHINA MAIL will be as follows:—

For the Quarter.....$7.00
" Month.....2.50

Copies of the 'CHINA MAIL' may be obtained at the Hongkong Hotel.

CHINA MAIL OFFICE, Hongkong.

☞ The publication of this issue commenced at 6.50 p.m.

The China Mail.

HONGKONG, THURSDAY, JUNE 13, 1895.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Altmore*, May 1; *Gellert*, *Radnorshire*, 21; *Kongwai*, *Argyll*, 24; *Ningchow*; *Dante*, *Hertha*, *Benalder*, *Gilsland*, *Vindobona*, 28.

HOMEWARD BOUND:—*Lixion*, May 3; *Benlarig*, *Carmarthenshire*, *Spondilus*, 10; *Tantalus*, 17; *Felbridge*, *Gisela*, 21; *Dardanus*, *Niobe*, *Preussen*, 24; *Oxus*, 28.

The P. & O. Co.'s s. s. *Khedive*, with the ENGLISH MAIL of 17th May, left Singapore on Monday, June 10, at 4 p.m., and may be expected here on or about Sunday, the 16th June. This Packet brings replies to letters despatched from Hongkong on April 11.

The P. M. s. s. *City of Peking* left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on May 25.

The *Empress of India* left Vancouver for this port on June 3.

The P. M. s. s. *China* left San Francisco for Hongkong, via Yokohama and Nagasaki, on June 4.

The N. P. s. s. *Victoria* left Tacoma for Hongkong, via Japan, on June 8.

The D. D. R. s. s. *Erato*, from Hamburg, left Singapore on June 7, and may be expected here on or about June 13.

The O. S. S. Co.'s steamer *Telamon* left Singapore on June 13, and may be expected here on or about June 19.

The s. s. *Catherine Apcar*, from Calcutta, left Singapore for this port on June 13, and may be expected here on or about June 19.

The P. & O. s. s. *Ceylon* left Bombay for this port on June 3.

The N. G. L. s. s. *Lelimbro* left Bombay for this port June 5, and may be expected here on or about June 27.

The P. & O. s. s. *Japan* left London for this port on May 23.

THE s. s. *Catherine Apcar*, from Calcutta, left Singapore for this port this afternoon.

THE *Empress of Japan* arrived at Vancouver on Tuesday last.

H.M.S. *Rainbow*, which returned from Tamsui this morning, brought down Captain Shubrick, R.M.L.I., and the detachment of thirty marines landed from the *Centurion* to protect British interests at Tamsui during the recent trouble. The Japanese having entered into possession of their new territory have banished anarchy and restored order in North Formosa, so that further protection for the foreigners is unnecessary. The German flagship *Irene*, the *Naniwa* (flying Admiral Togo's flag), and the *Takachiho* arrived at Tamsui on the 7th, the *Akitsushima* and the *Oschima* on the 8th and the *Yaeyama* on the 9th inst. The *Rainbow* left Tamsui on the 11th inst., and to the courtesy of her commander we are indebted for the receipt of our Special Correspondent's letters. The doctor of the *Tweed*, which is still at Takow, died from pneumonia, and the doctor of the *Linnet* has gone to Takow. The *Rainbow* went out for gun trials this afternoon, and will return to-morrow and coal ready for emergencies. H.M.S. *Linnet* is expected to come out of dock on Saturday. The *Leander* is expected to leave Nagasaki on Monday, the 17th inst., for Hongkong, preparatory to proceeding to England. The troopship *Tamar* was commissioned on the 28th May and was to leave for Hongkong on the 10th inst. The *Jumna* which was burned in the Royal Albert Dock, as reported in our Australian telegrams yesterday, was probably the troopship that arrived recently from Singapore.

'MR BRADY at Home at the Kowloon Institute.' That is how the entertainment given at the Institute last night might well be described. It is not given even to many professional entertainers to give successful entertainments assisted—by the audience only. Mr G. G. Brady is the first amateur we have ever seen do so, and as such he stands alone. He did so last night, and to very good purpose. For nearly two hours he made the large audience feel like weeping with sympathy or crying with too much laughter; and the result was a substantial contribution to the funds of the Institute. Mr Brady opened with 'The News-Boy's Debt,' and next gave 'The Lifeboat.' We shall not criticise the elocution, for Mr Brady knows far more about it than we do. He is a born elocutionist, and he does it all without mannerisms—perfectly natural. The comical portion of the programme was the longest—that is, it contained more pieces, although it was not so long as the audience desired. We heard 'How Uncle Podger Hung a Picture,' how 'Mr Montpelier's Recitation' was got off, certain 'Misadventures at Margate,' 'The Charity Dinner' and the 'Edifice erected by John.' One would naturally suppose this was a bill of fare sufficient to satisfy any ordinary audience, and to render helpless the poor jaded performer. But no. 'You can't think of everything' had to be given, and even that was encored, and the most successful 'Evening with Brady' closed with yet one more of that versatile amateur's comical gems. We congratulate Mr Brady upon his complete success in a kind of entertainment which few could tackle, and come out with credit. The supporters of the Kowloon Institute cannot fail to be pleased with the result. We hear Mr Brady will repeat his success (with an entirely different programme) a few weeks hence.

OWING to increase of Business, W. Robinson and Co. have removed their Piano and Organ showrooms to Connaught House—large stock—low prices.

MR Joseph Whitaker, founder of Whitaker's Almanac, is dead.

THE O. S. S. Co.'s steamer *Telamon* left Singapore this morning, the 13th inst., and may be expected here on or about the 19th inst.

VESSELS IN THE DOCKS:—At *Kowloon*—Spanish cruiser Reina Cristina, H. M. S. Linnet, Phra Chula Chom Klao, Rubens.

Cosmopolitan—Gaelic.

Aberdeen—(none.)

'LEGALLY murdered' is how an Australian editor characterises the execution of two kanakas for murder. It is perhaps original, but certainly not so alliterative as the 'Jerked to Jericho' of an American reporter.

THE Committee appointed to investigate the currency question with a view to determining whether it would be well for Japan to adopt a gold standard, has decided (says a Japanese paper) that there is no necessity at present to make any change in the currency.

THE great rifle match between teams of twenty efficient volunteers representing England, Scotland, Ireland and Wales, is to be shot for at Darnley during the meeting of the Scottish Rifle Association, on Saturday next, (June 8). Last year the National Challenge Trophy, the prize of the match, was won by Scotland with 1,804 points, England being next with 1,727, Ireland making 1,724, and Wales 1,708.

THREE hundred Cantonese returning from Formosa passed through Hongkong to-day, leaving for Canton by the steamer *Hainkow*. They were a sorry-looking lot of cripples, many of them suffering from sword and gunshot wounds. They formed the remnants of a party of 1,200 men who went over to Formosa about a month ago. According to these men they never saw the Japanese. Their injuries were caused by the other Chinese soldiers on the island. They stated that many of their comrades were tied by the queues in batches of four or five and dropped into the river at Tamsui!

WHAT appears to be a clever and systematic swindle was investigated at the Magistracy to-day by Mr H. E. Wodehouse. A tailor named Lau Tong was prosecuted by Mr G. C. C. Master, Acting Crown Solicitor, on a charge of having, on 23rd January last, with intent to defraud, feloniously forged a bill of exchange for £418.11.4. purporting to be indorsed with the chop of Sun Shing as drawers and with the chop of Cheung Wo as indorsers; also with having, on the same day, by means of false pretences, and with intent to defraud, feloniously offered, uttered, disposed of or put off the bill of exchange. On another indictment he was charged with having, by means of false pretences and with intent to defraud, on the 23rd May last feloniously demanded and endeavoured to receive and obtain from the Chartered Bank of India, Australia and China, a sum of $5728 upon and by virtue of the forged documents. Two boxes seized by the police as containing silk and other valuable goods were opened to-day and found to contain bamboo cut into pieces about a yard long, practically valueless. The cases were adjourned for further evidence.

THE Inter-Company Shropshire Regiment football competition for the Plague Cup was concluded on the 16th ult. in the presence of a large number of spectators on the regimental ground on the *maidan*. The two companies left in the final were E. Co. (blue jerseys) and H Co. (red jerseys) the latter winning by one goal after a keen and exciting contest. The first period of the game concluded without a point being scored by either side. In the second half play continued even till within three minutes of the whistle being sounded, when H. Co., amidst loud applause, scored the only point of the evening. The game after this became very exciting, the blues making desperate but ineffectual efforts to equalise. The reds were thus left victorious by one goal to *nil*. The officers of the regiment were present, and entertained a large number of friends under a handsome *shamiana*. Play being concluded, Colonel Robinson called up the winning team, and congratulated them on having for the first season won the trophy, which was a present to the regiment by the citizens of Hongkong for the services the regiment had rendered during the black plague in China. A large subscription had been raised for the purpose, and, besides the cup which was presented, Colonel Robinson handed to each player a silver badge in the shape of a heart, and a purse of Rs. 100 was also given to the captain of the winning team for his men. The winning team were loudly cheered, and well deserve their success.

THE *Law Times* has the following paragraph:—The *Morning Leader* remarks that Mr Leach, Q.C., who has been appointed to a judgeship at Singapore is a lawyer who is singularly popular in the Temple. True, he has been now for some time at Hongkong, where, by the way, he has filled from time to time temporary vacancies on the bench, but it was in the Temple that he made his first reputation. It was principally, perhaps, a personal reputation. He was always recognised as an excellent lawyer, but in the Temple itself men thought most of the new judge's social qualities, his *savoir faire*, his genial entertainments and his wide sympathies. Perhaps there it is a little marvelled at that he should care to accept an appointment with only 8,000 dollars a year attached to it. He has dignity; he revealed it whenever he acted as temporary judge; but he has, too, a bright, hearty manner, which will be a little restricted and confined under the ermine.

RACHALS' PIANOS—The finest in the World—Touch and tone unequalled. Sole Agents, W. Robinson and Co.

BANJOES, Guitars, Mandolines, Autoharps, Violins, also Strings and fittings for sale at W. Robinson and Co.

THE annual general meeting of the Hongkong and China Gas Company was held at Gresham House, Old Broad Street, London, on 8th May. Mr Edward Woods presided. The report stated that as compared with the previous year the receipts show a falling off of £1,727 2s. 5d., and there is an increased loss on exchange, which amounts to the enormous sum of £6,754 6s. 5d. The plague at Hongkong caused a serious depression of business. The war also between China and Japan has sent up the price of coals. The directors, however, think there is every prospect of an improvement in business during the current year. They are also not without hope that the downward value of silver may be arrested. Out of the net profit the directors recommend the payment of a dividend at the rate of six per cent. per annum, free of income tax, of which three per cent. has already been paid as an interim dividend. The Chairman moved the adoption of the report and accounts. The resolution was seconded by Mr C. R. Mead and adopted unanimously. A formal resolution declaring a dividend in accordance with the recommendation in the report was also carried. The retiring director, Mr E. Woods, was re-elected, as was the auditor, Mr J. C. Bolton.

WE regret to hear of a sad accident which happened last night (says the *Singapore Free Press* of the 5th instant) at Tanjong Pagar Wharf resulting in the death of two seamen A. K. Barbour and J. McHardy, belonging to the s.s. *Benledi*. From the Wharf Superintendent's report it would appear that the unfortunate men were returning from town at about 11.20 p.m., both the worse for liquor, and on arriving alongside were about to go on board, when the watchman on the vessel called out to them to wait as the lashings of the gangway had slipped and that he was putting them right, the fact being that owing to the fallen tide the gangway did not reach the deck. The watchman's warning does not seem to have been heard by the unfortunate men who stepped on to the gangway which at once tilted and fell with them into the water. It is said that the men seized each other as they were falling into the water between the ship's side and the wharf, and after sinking they did not again come to the surface. Everything that could be done to save them was promptly done. Life buoys were thrown over the ship's side, a boat was quickly lowered and a close search was made but without anything being seen of the unfortunate men. One of the *Benledi's* crew also plunged into the water with a rope round him and swam about in the hope of being able to find his shipmates, but without success.

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WEATHER NOTICE.

The following notice was issued by the Hongkong Observatory:—

On the 12th at 4.15 p. The centre of the depression is approaching the neighbourhood of Haiphong. On the 13th at 10.45 a. The depression, moving northward, entered the coast near Haiphong during the night. At 11.20 a. Forecast: Barometer falling: fresh S. E. winds: squally and showery.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

THE RUSSIAN-CHINA LOAN.

Five French Banks have signed an agreement to lend China £15,000,000 under a Russian Government guarantee.

RUSSIA AND ARMENIA.

The *Times* correspondant at Odessa wires that the Russian guard on the Armenian frontier has been reinforced by one thousand troops.

AUSTRO-HUNGARIAN POLICY.

M. Goluchomski addressing a Hungarian delegation at Vienna said that it is the intention of the Government to adhere to Count Kalnoky's policy, especially in regard to a peaceful triple alliance, which was the best one calculated to foster friendly relations with the Powers.

(From 'El Comercio.')

A LATE CAPTAIN GENERAL OF THE PHILIPPINES SHOT AT.

Madrid, June 3.

At eleven o'clock this morning, the Captain General of Madrid, the Marquis de Estella, was shot twice in the breast by Captain Primitivo Clavijo y Esbri, of the Infantry Reserve.

[The unfortunate General was well known in Manila, where he discharged the duties of Governor and Captain General of the Philippines from April 1880 to March 1883, and was known as General Primo de Rivera. He was 65 years of age.]

Madrid, June 5.

At 8 a.m. to-day, Clavijo, the assailant of the Marquis de Estella, was executed.

The state of health of the Marquis de Estella was worse this morning.

Madrid, June 7.

The Marquis de Estella continues in the same condition.

REINFORCEMENTS FOR CUBA.

Madrid, June 6.

Ten battalions will be sent to Cuba next week according to the request of General Martinez Campos.

(Siam Observer).

A PACIFIC STEAMER AND 170 LIVES LOST.

LONDON, 29th May.

The Pacific Mail Steamer *Colima* has been wrecked off the coast of Mexico. Of 189 who were on board only 19 were saved.

[The *Colima* was a vessel of 2,905 tons gross tonnage and 2,143 net. Her length was 299 ft. 9 in.; beam 40 ft.; and she drew 20 ft. 4 in. Her nominal horse power was 1,100. She was built at Chester, Pennsylvania, in 1873.]

ENGLAND AND JAPAN.

LONDON, 30th May.

The Japanese Minister in London was a guest at the annual banquet of the London Chamber of Commerce, and in the course of his speech in reply to a toast stated that Japan was only desirous of meeting with fair play and of obtaining her due share of the world's commerce. He thanked England for the striking proofs which she had given of the goodwill she entertained towards the Japanese.

W. ROBINSON and Co. are Special Agents for all the leading English and Continental Pianoforte Manufactures.

THE CRISIS IN FORMOSA.

DETAILS OF THE CAPTURE OF KELUNG.

CANTONESE SOLDIERS FIRE ON DESERTERS.

HUMANITY OF THE JAPANESE.

A POWDER MAGAZINE EXPLOSION.

A GHASTLY PICTURE.

FOREIGNERS INVITING THE JAPANESE TO ADVANCE.

(*From our Special Correspondent.*)

Taipeh-fu, June 3.

It was thought that the Japanese would attack Kelung to-day, as Japanese ships had been seen cruising about outside the harbour in a very suspicious manner last evening. So none were surprised to hear about nine o'clock this morning the cracking of the rifles as the Japanese land forces advanced. More war ships were seen off Palm island, and at 11 o'clock, by taking a circular course, the vessels approached one at a time, and began the bombardment of the island. The land force had divided about 10 miles off and was now to be seen approaching in two columns, one to the North towards Castle fort near the Custom House, and one towards the encampment of Cantonese near and above the railroad tunnel. The fort, which is protected by three 7-inch Krupps and four Krupp field pieces, fell an easy capture, the Japanese troops marching in singing their national song. Palm island fort, with five modern guns, one 12-inch Armstrong, two 10-inch and two 7-inch Krupps, made very little attempt at defence and the soldiers were soon fleeing out of the fort in great confusion. The soldiers in the East fort with two 7-inch Krupps, and one 7-inch Armstrong, and the West fort, with two 7-inch Krupps, evacuated even before they were in danger, scarcely firing a shot. Thus the Japanese were in complete possession of this stronghold in two hours and a half. The Cantonese occupying the camp just outside Kelung and over the railroad tunnel made the best fight, and as the deserting Chinese soldiers attempted running away by the road passing the encampment, and the only road then open, the Cantonese shot and cut them down, driving them back, and killing and wounding about fifty in the scrimmage. It is difficult at present to ascertain the exact Chinese loss, the wounded soldiers crawling off into hiding and under cover to die, but without doubt at least three hundred soldiers were dead before night.

It was a hard day for the Japanese who were dressed in the same heavy uniform as used during the cold campaign in the North, for notwithstanding heavy rain, it was close, warm, and sultry. The loss of life among them is reported as eleven dead and twice that number wounded; although the accidental explosion of dynamite killed and wounded sixteen. Practically Kelung was taken without opposition; with its 12,000 well-equipped Chinese troops, the natural strongholds and the modern forts; it was only the old old story and 'b'long Olo custom' through and through. If the 4000 Japanese had not advanced so hastily, but given the Chinese time to escape, which they were endeavoring to do, the loss of life would have been extremely light.

The Japanese Red Cross corps took charge of wounded Chinese with their characteristic impartiality. One of the ex-governor's Chinese messengers, in talking to me about the battle, said the Japanese were looking after the Chinese wounded and he could not understand it, the only way he could account for it, was that after a while the Japanese intended to make soldiers out of them. This same man was loud in his condemnation of the Chinese.

Towards evening, wounded began coming in to Taipeh-fu, and were provided with a space on the sidewalk in front of the Chinese hospital, the poor fellows receiving more attention from the flies than from the Chinese doctor, Chung. Some interesting cases illustrating the wonderful penetrating power of the small calibre bullets were seen; one Chinese had been shot *through the back*, through his right lung, and then the bullet passed through his arm which must have been then close to his body; the wound in his back was a small red spot the size of a lead pencil, on his chest a wound somewhat larger, while his arm contained a hole large enough to put one's finger through, and the bones were badly shattered. Another case was that of a man who had been shot near the elbow joint, the bullet following along in the arm, through the wrist, and striking the small bones of the hand, literally tearing it to pieces. The aperture at the elbow resembled a small round burn with the skin off. No opening could be seen and apparently the arm had not been injured.

As it was rumoured about the city that the governor was intending to escape this evening, and as such a movement simply meant that the city was going to be handed over to the many thousand armed Chinese who without fear of circumstances would probably make it disagreeable for all peaceful citizens, I was much interested in finding out if there was any truth in the rumor, so with a foreigner, I started about midnight for the city. Arriving at the wall, speaking to the guard and shoving a dollar through the opening between the doors, we were promptly admitted, and passed through the comparatively quiet streets, the heavy rain and the pitch darkness driving everyone not having business outside, under shelter. Reaching the yamen we saw a big guard outside the gates, ready to fire on any suspicious parties. After satisfying the guards inside, that we were foreigners having business with the Governor, we were admitted through the gateway, first opened wide enough to let us through and then closed and the big heavy beam placed across and securely fastened. The guards were keeping very quiet and evidently anticipated trouble before the night was over, messengers dripping with rain were arriving constantly, probably from Kelung. The apartments about the yamen were stripped of everything of value, and to all appearances it was intended to leave soon. We called on Tcheng Ki-tong, but he had nothing to say about any intended departure of either the ex-Governor or himself; so we left accompanied by two petty Chinese officials, who wished to be allowed to go with us and pass as interpreters, that they might escape from the city without attracting attention. On our way back we stopped at the railway station; the place was filled with soldiers who were watching very closely an engine with full steam up and the governor's special car attached. It was very evident it would not be safe for his Excellency to take any railroad excursions to-night.

Taipeh-fu, June 5.

At 2 a.m. to-day the yellow tiger gathered in his long tail and lay down and died for lack of nourishment, and the Republic of Formosa ceased to exist. The President had made an unexpected exit, the Minister of Foreign Affairs had urgent business elsewhere, the eight Members of Parliament who had been drawing the princely salary of fifty cents per day had gone down river to Hobé to escort their families to the mainland, and all there was left of the treasure was being fought for by a croud of murderous fiends who were making night hideous with their yells. Thus was the ten-day Republic fast fading away.

The Governor had divided $50,000 among his body-guard to allow him to leave the yamen, and when other soldiers called to demand their pay, they found the Governor 'not at home.' It did not take many moments to vent their rage on the yamen, which was fired; and every other building belonging to an official, was promptly broken into, and looting commenced. The constant crack of the rifle could be heard on all sides and warned us that while we watched this beautiful spectacular reproduction of 'the last day of the Republic,' we had a city full of frenzied Chinese who also required some watching.

No one seems to know exactly how or when the ex-governor got away; he may be still posing as a coolie in the country. The German Marines saw some guards approach with two or three mandarins and depart on a steam launch during the night; the ex-governor was probably one of them, but even if he left disguised, it was rather queer how he could escape the Chinese soldiers who were watching his every move.

The looting of the treasury led to considerable loss of life. Greedy soldiers, anxious to carry off as much as possible, ran away with dollars wrapped up in clothes, dropping them along the way. It is a fact that in one of the streets near Banka, dollars could be found all along the way. It did not take long to carry away the few hundred thousand dollars, that the officials had been forced to leave, but woe to Chinese who was found by the crowd with more than his share of the silver. Fifty feet from the club lies tonight, the body of one looter, who was actually kicked to death; the $500 he had were taken from him. Another was lying on the side walk with his throat cut, and the rats were at the body almost before it ceased to breathe.

At ten this morning, a friend and myself walked up to the Yamen to take some photographs. As we entered the gateway the excitement was great among the Chinese who were looting the place. It was very amusing; one hurried look, then throwing up their arms and dropping their loot, they yelled and ran away, thinking the Japanese had arrived, and that all was up, but seeing only the two of us and informed by the Chinese who were acting as our guides that we had no intention of shooting them, these four or five hundred cowards came back, and gathered up their loot. The apartment where I was received last evening is now nothing but a pile of ashes.

Returning to the city we found a stream of Chinese passing to and fro with loot. In the procession could be seen bars of lead, tin, copper, brass, big pipes, small pipes, pieces of machinery, parts of guns, cartridges, big sheets of steel, boxes of nails, screws, a Gatling gun, long steel and sheet iron bars, in fact everything that they were able to carry away was taken. Four coolies were labouring along carrying a large field piece. I inquired how much they wanted for it and was informed that $6 was the market price for big guns. I told them that was too much and succeeded in getting them down to $2, but there they stuck; upon going away I was greatly amused to see them throw it down and run after me. I informed them that I had changed my mind and was not buying Gatlings just then. I expect they would have been happy to sell it for a few cash. Many similar incidents occurred, especially with heavy castings. They never hesitated at grabbing it at the Arsenal, but after they had carried it several blocks, and it began to get heavy, they would usually stop and look at it, and if a foreigner came by they would offer to sell it for $15 or $20, but would come down to a string of cash, and then finding no purchaser would leave it on the street, and run full speed back to the Arsenal for another load.

A brand-new Gatling gun complete went begging for a few dollars; cases of cartridges were lying about the streets free to any one who would carry them; good rifles could be purchased very cheaply; brand-new Winchester magazine carbines could be purchased for a dollar, and many common rifles were thrown away.

A great deal of the plunder was sent across the river, and I dare say there are scarcely 100 houses in the district that do not contain some looted property.

After the day was finished, a foreigner who had originally been connected with the Arsenal, informed me that 150 tons of best selected English copper ingots and Japan copper slabs, 20 tons of tin, 100 tons of spelter, besides an enormous quanity of copper and iron pipes brass sheeting, etc., etc., had been carried off, including the injured machinery etc. It would take $500,000 to refit the Arsenal. Much indiscriminate shooting occurred, and this morning a women was brought in wounded and died this evening. Another woman brought to the doctor of the German marines her child, a little boy, with one arm very badly shattered by a shot at close range. At least a million dollars' worth of property has been looted.

This evening a fire was seen in the Powder Mill and the native city was again fired. I accompanied a number of foreigners on a tour of inspection. We found the fire lapping up the structures with fearful rapidity; not a person could be seen, the only witness being a black Chinese monk, who was sitting very close to the fire watching it intently, with its ears pricked up as if much interested. We tried to attract its attention, but it would not even turn its head, and when at the city gate I turned to take a final look, I could see the black body in the same place. Every foreigner kept awake for some hours expecting the magazine to explode, but finally retired and tried to forget all about powder magazines, rifle shots, looters etc.

Taipeh-fu, June 5.

About 6 a.m. the powder-magazine exploded, with one long drawn-out report, which shook the houses and turned everybody out hurriedly into the streets.

The magazine is located perhaps a mile and a half from the city. Arriving on the scene about half an hour after the explosion, I found the ruins still smoking, while unexploded powder was lying about everywhere in big piles, with here and there, a little stock of boxes containing powder, dynamite, or fuses.

The paddy fields contained very evenly distributed fresh earth and debris from the buildings, and plastered with dirt or partially covered with the mud and muck could be seen dead and wounded bodies of Chinese, some so disfigured that the only semblance to human beings, was the quivering flesh of a mangled trunk, a besmeared limb or the hair attached to a head just protruding from the mud. It was a ghastly picture, the wailing and crying of the wives and mothers adding to the fearfulness of the scene.

With characteristic apathy, the Chinese were standing by watching and laughing at the groans and doing absolutely nothing to aid the wounded. I have seen many cases of this kind even in my short sojourn in China, and the brutal character of these fiends is almost beyond my comprehension. One more fortunate victim was sitting upright in the field, moaning and speaking to the passers by; was there a Chinese to help him out of the debris and place him at least on the pathway out of the sun? No; they stood around laughing, considering it apparently good fun.

Our attention was called to a wounded man who had been blown up and fallen in rather a remarkable position about two hundred feet from the ruins. He was standing with his feet in the paddy field, his body resting in nearly an upright position against the bank of the roadway, the road of which was four or five feet above the field, and his head with the whole back of it blown off, was bent at nearly right angles and rested on the pathway with the face turned upwards towards the blazing sun. He was breathing and moved his lips as if about to speak, and that the poor fellow was too near death to articulate amused the crowd of Chinese greatly. And it was only by forcing two of these inhuman Celestials that they assisted in carefully lifting the body out of its unnatural position and placing it on the pathway. A groan and a convulsive shake of the limbs was too much for the sightseers, and they laughed again and really seemed to enjoy it. Even the American Indian, who is thought to be the most cruel and unsympathetic of the human race, will always aid those of his own blood when in trouble.

Including the wounded who have died during the day nearly a hundred have paid the penalty. What caused the explosion will never be known; perhaps the looters who had succeeded in carrying a great deal away safely, in handling the cases, in their haste were throwing them about and caused an explosion by concussion. Another theory more likely, is that some one was smoking and the sparks ignited loose powder.

While wandering about, we observed a coolie following us, and were a trifle jarred to find him carrying six large boxes of dynamite. Noticing our sudden alarm he was about to drop them, but we caught them, silently deposited them under water in a paddy field, gathered our little effects about us and took the first path towards home.

Firing at the rate of twenty or thirty shots a minute has been heard all the morning. So many coolies and natives now possess a gun—one could scarcely walk a hundred feet in the vicinity of the Arsenal without seeing a case of cartridges, open to all who wished to carry them away—that they kept firing the guns off just to hear the noise. But in Banka, or outside of the city, where the robbers are looting right and left, the constant fire is kept up day and night to frighten this undesirable class away. Of course there is many cases where the guns are fired to kill, and the many wounded about the city give evidence that the new owners are not slow to use their guns.

The Chinese merchants received a petition this morning, which was intended to be sent to the Japanese requesting them to come here with all haste, that the dangerous class of Chinese might be driven away and the indiscriminate burning and looting of property might cease. As might be expected, while the Chinese were praying for the Japanese to come, they were too cowardly to sign the paper, excused themselves by saying they feared the mandarins might yet return, and if it was found that they had signed such a document, they would be beheaded as spies and traitors. Meanwhile their property was in the greatest of danger, and in many cases had been burnt. Murder was a constant occurrance and the whole City was in imminent danger of being destroyed by fire. The native City had been fired, the arsenal had been stripped, the Saw Mill and timber yard had not a movable object, the powder mill burnt, the magazine exploded, and frenzied by the success and encouraged by the lack of opposition, the looters were becoming bolder, and while the English and German guards are protecting foreign hongs admirably, their number is so few, that they cannot offer any protection to outside property and would be powerless if the City was intentionally fired by the looters.

A notice has been circulated among the Chinese informing them that the foreignt. property is to be attacked to-night.

It was very unfortunate such a state of affairs should exist, while the Japanese were only ten miles away and if notified of the condition of the country, could come on with fifty or a hundred men when all troubles would instantly cease, so Mr Ohly, Mr Thompson and myself decided to make the trip, with the hope that we should be able to reach the Japanese and bring a detachment back. We left, heavily armed, about noon accompanied by an armed Malay, a Chinese coolie, and a Chinese flag bearer. We found the people along the way perfectly peaceful and the majority of houses had a small white flag raised. If it had not been for the constant firing on every side one might have thought it was an ordinary trip during the peaceful days. The first sight of the Japanese we had was just before reaching Sui-teng-kha, and about 10 miles form Taipehfu. We were there stopped by a sentry, and expecting to have to struggle through with my very limited knowledge of Japanese, we were [illegible] to have the private speak to us in perfect English. 'To what port are you going, gentlemen?' We explained our business, and were soon passing through several camps to the Commander's headquarters. We were much impressed by the hardy determined appearance of these plucky soldiers, who had landed and fearlessly advanced with two thousand men to oppose a force of 50,000 Chinese soldiers. The headquarters had been established in a pretty little Chinese joss-house, and the dirt and rubbish always found about the Chinese had been removed, and all about the camp was neat, spick and span. We were received very cordially and arrangements were made at once to send 500 men back with us to Taipehfu.

We joined the officers in their evening meal, and after a most pleasant visit we were on our way back, and with us, marching quietly along, with no drums or trumpets, were the 500 soldiers, who were plainly discernible in the clear moonlight to the Chinese on the hills about us, who either came to welcome or ran back into the interior shrieking and howling.

With the great consideration the Japanese have shown for the Chinese, the commander thought it best not to enter the city during the dead of night, so when reaching within three miles of the city he decided to wait there and come in during the early morning. Messrs Ohly, Thompson and myself then started out alone for the city, meeting with no mishap until just entering the city, when six shots were fired at us at close range, but thanks to the darkness and ordinarily poor aim of the Chinese we escaped with only a slight shock to our nerves and arrived safely at the foreign quarters about two in the morning. The Japanese followed at daylight and took up quarters in the native city, warmly welcomed by the respectable Chinese.

THE *ARTHUR* AFFAIR.

BRIBING A CHINESE COMMANDER.

Hobé, June 10.

While we were participating in a little excitement up river, the foreigners at Hobe were not without their share, and had it not been for the German gunboat *Iltis*, they would have had more than they wished.

On the evening of June 4, Captain Jensen, of the *Arthur*, called on Mr Morse, of the Customs, then started to return to his ship, when he was fired upon by the soldiers, forced to turn back and was taken prisoner by the Chinese. At that time firing was commenced, by the Chinese infantry along the shore, who believed the Governor, as well as the money due them, was on board. As the *Arthur* was inside the harbor and perhaps half a mile up the river, she was practically in the hands of the Chinese, who could use the big guns of the forts and sink her if they desired. Word had already been sent aboard, if she attempted leaving the torpedo mines would be exploded, and she would be fired upon.

As the *Arthur* could not leave on account of low water the Captain was released; all night an intermittent fusillade was kept up and the native boats all along the river were fired upon, forced to make for the shore, and then plundered by the soldiers.

On the morning of the 5th, the soldiers were still firing on the ship; the frightened officials on board sent $40,000 on shore, which was divided among the soldiers as far as it would go, and the Customs deputy was taken from the ship and held in his own yamen for ransom, but he escaped by a back door and fled to a foreigner's house for protection.

The occupants of the fort, not having had a hand in this matter, decided that they also ought to have a little money, and announced that they would fire on any boat leaving with passengers. During the day boats were searched and if they had on board passengers or treasure, they were not allowed to depart. The *Formosa* and the *Bygdo* were lying outside, and a number of boats attempted to reach them with passengers and cargo.

When the Commander of the fort was approached and asked what could be done, he said he had no command over the troops whatever, but he thought if $5000 was paid them the men would disperse. Two foreigners very bravely went to the fort late at night to make negotiations; the soldiers were willing to give up the guns for $5000, but said if that amount was not given them and delivered before morning they would sink the *Arthur* with all on board. Mr Morse succeeded in collecting the amount and agreed to pay it over, if the breech-blocks were delivered into his hands and the torpedo cable cut.

They agreed to deliver all the blocks with the exception of one which they would not give up until all the money had been paid and distributed. As no other terms would be accepted, the money was paid into their hands, and at four o'clock in the morning, the last of the four breech-blocks of the big modern guns was in the hands of Mr Morse. On the 6th, at eight a.m., a battery of field pieces on south hill opened fire on the *Arthur* and a shell struck her in the bow. She then moved up alongside the German gunboat for protection; very soon another shot was fired, killing seven men on board.

Commander Ingenohl of the *Iltis* had taken the stand from the first that he had nothing to do with the quarrels of the officials on board and the soldiers on shore, but as soon as any movement was made against the *Arthur* herself or against the crew he would then act, as she was a German ship. Therefore as the Chinese were then plainly endeavoring to sink the ship, he answered the second shot with a shell from the gunboat. The shell exploded just below the battery, which was distant from him about 2,800 metres. The battery answered without striking either vessel. Almost instantly a second shell was fired from the *Iltis*, exploding in the Chinese battery and killing thirteen men. In five minutes a third shell was fired, but the battery was already deserted; at 8.30 the *Arthur* steamed out unmolested. At noon one of the powder magazines, under one of the big guns at the fort exploded while the Chinese were looting the place, killing at least six and probably a considerable number that are covered up with the ruins.

At noon two Japanese ships arrived off the port and the firing which had been heard on every side ceased. Several thousand Chinese soldiers took charge of the Lapraik and Cass's Godown, and were very quiet, asking only to be carried away to the mainland. Mr Tonnelin, with one or two assistants, had persuaded them to give up all their fire-arms, ammunition, swords, etc., which were placed under lock and key in one of the godowns. The Chinese were much afraid of the Japanese, and when told if the Japanese caught them with arms in their possession they would be obliged to fight they were only too glad to give up every particle of their fighting equipment.

H.M.S. *Rainbow* arrived on the 7th, and the German flagship *Irene* on the 8th inst. Both saluted the Japanese Admiral.

NEWS FROM JAPAN.

The following items are taken from Japanese exchanges:—

THE KOREAN MINISTRY.

Seoul, June 1st.

Boku Telyo, Minister for the Department of Education, has been appointed Premier of the Korean Ministry.

[Earlier news stated that Prince Pak, or Boku Ei-ko, had received the appointment to this office.—ED *K.C.*]

JAPAN'S FINANCES.

TOKYO, June 1.

Acting on the advice of financiers, the Bank of Japan obtained permission from the Minister for Finance yesterday to issue convertible notes bearing five per cent. interest. The value of the notes is not yet known, but the Bank expects to issue notes to an aggregate amount of 2,000,000 *yen*.

REPORTED RECALL OF COUNT INOUYE.

TOKYO, June 1.

It is reported that Count Inouye, Japanese Minister to Korea, was recalled by the Government to-day.

REFUSAL OF AN ADDRESS.

TOKYO, June 2.

An address of thanks to the Army and the Navy which was presented to the Chief of the General's staff by the Kaishin-to, Rikken Kakushin-to and the Ota Club has been refused, as it contained some remarks on politics.

TYPHOID FEVER ON A BRITISH STEAMER.

Hiroshima, June 4.

Two of the crew and one officer of the British steamer *Sunda* (?) have been attacked by typhoid fever, and are now under treatment.

ACCIDENT TO A RUSSIAN MAN-OF-WAR.

Nagasaki, June 3.

The Russian man-of-war *Azova* has grounded on a shoal in the neighbourhood of Chefoo, and has a strong list to port.

The British man-of-war *Daphne* has arrived here from Chemulpo.

COMMANDER PHILO McGIFFEN AGAIN.

The imagination of Commander Philo Norton McGiffen appears to expand the further he gets from China. He told a reporter in New York that the Japanese had offered a reward of $5,000 for him dead or alive, and that was the reason he avoided the Pacific and returned to America by way of the Suez Canal. Commander Philo McGiffen exaggerates his own importance. It would rather be to the advantage of the Japanese to offer a premium to such men as he to join the Chinese navy, as it would be quite certain they would run away as soon as hostilities were declared. Commander Philo Norton McGiffen—there is something heroic about the very name—has now reached Washington, where he has again unburdened himself to the eager reporter. 'I was in hospital and not in command of the *Chen-yuen* at Wei-hai-wei,' said he. (The hospital, it may be well to remark, was the Beach Hotel at Chefoo, and even this was too near the fighting to be pleasant for Commander Philo Norton McGiffen, as he left Chefoo for Shanghai *en route* to Hongkong when the Japanese approached Wei-hai-wei.) But hear him. 'Had I been in that fight I should not have been here now, as I should not have given them [the Japanese] the satisfaction of catching me. The Japanese have an iron-clad agreement, in which "no quarter to foreign dogs" was very conspicuous, and they meant it. When we went into the big battle at Yalu I made all preparations to keep out of the hands of the Japanese in case we should get the worst of it. I would have killed myself before being taken for torture.' This is really delightful. The veracity of Commander Philo Norton McGiffen is only equalled by his courage. First he asserts the Japanese had a reward out for him of $5,000 dead or alive, and that statement having been swallowed by a New York reporter, Commander Philo Norton McGiffen goes one better and states that the Japanese had determined to give 'no quarter to foreign dogs,' whom they would also have tortured had they caught them! This statement, it must be remembered, was made on May 5th, when Commander Philo Norton McGiffen was fully aware that all the foreigners taken at Wei-hai-wei with the exception of Howie had been released immediately the place fell into the hands of the Japanese, and sent away to Chefoo. And the statement is wired the length and breadth of the United States, and printed in various papers without a word of comment. It seems impossible that editors can be unaware of its falsity, but of such, with some few honourable exceptions, is American journalism.—*Kobe Chronicle.*

CONSTITUTIONAL REFORM IN HONGKONG.

SPEECH BY MR. WHITEHEAD.

Mr T. H. Whitehead, Member of the *Legislative Council of Hongkong*, on the eve of his returning to resume his duties in the Far East, had the honour of addressing the members of the Colonial party in the Commons, in one of the Committee rooms of the House on Thursday afternoon, May 9; Sir John Gorst, M.P., in the chair. The Right Hon. L. Courtney, Sir Charles Dilke, Mr Arnold Foster and Mr Henniker Heaton, and other M.P.'s were present. Mr Whitehead said:—

Mr Chairman and honourable gentlemen, will you kindly bear with me for a few minutes while I endeavour to give you a brief description of Hongkong, and briefly state the position of matters there, and some of its grievances. Hongkong has been a Crown colony for a little over fifty years; it is situated in the China Sea at the mouth of the Canton river, in lat. 22 9 N., and 114 5 E., and it adjoins the great Empire of China. Kowloon peninsula—containing about three square miles—is on the mainland of China, is also British territory, forms part of the Colony of Hongkong, and was ceded to England in 1860. The Hongkong Regiment, about 900 strong, consisting of Indian troops and British officers, is quartered in Kowloon; and a part of our naval stores, depôt, the admiralty dock—capable of docking the largest British ironclads—other docks, vast public warehouses, coal briquette, and other factories are situated at Kowloon. Hongkong is a free port, with a population of over 250,000 people, through which passes upwards of 14,000,000 tons of shipping per annum, a trade—mostly British—of about £40,000,000 per annum; its revenue of some $2,000,000 is wholly derived from internal taxation; it ranks among the very first of the great seaports in Her Majesty's dominions; it is a most extensive emporium of British trade in the China seas; it is the centre of enormous British interests, commercial, manufacturing and other industries, and under good and economical government there is, in view of the opening up of China in the near future, now that the terms of peace between China and Japan have been arranged, practically no limit to the expansion and development of British trade and industries in Hongkong; there is destined to be more progress than ever, owing to its being British territory and to its geographical position, the junction and port of vast commerce and traffic, and constant communication between Europe and the Australian colonies, the United States and Canada on the one hand, and China, Japan, the Philippine Islands, British North Borneo, Java, Indo-China, Siam, the Straits, and India on the other. Hongkong has built up its almost unequalled commercial position mainly through the enterprise, skill, and energy of British merchants, bankers, traders, shipowners, and others of Her Majesty's subjects who spend the best parts of their lives and employ their capital on its shores, and through the expenditure of many millions of dollars in roads, streets, and bridges, in buildings public and private, in extensive reclamations, in docks, piers, and wharves, and manufactures of great and increasing value. The prosperity and expansion of the Colony can only be promoted by the unremitting exertions and self-sacrifice of the British residents, the valuable co-operation of the Chinese, and the continuance of Hongkong as a free port. Being purely a Crown Colony, Hongkong is governed by a Governor appointed by the Queen, and by an Executive and a Legislative Council. The Executive is composed wholly of civil servants, nominated and appointed by the Crown. The Legislature consists of seven official members, selected and appointed by the Queen, and of five unofficial members, two of whom are nominated by the Chamber of Commerce and Justices of the Peace, but all five unofficial members have to be approved by the Governor, and all are appointed by Her Majesty. The Chamber of Commerce includes in its members Germans, Chinese, and other nationals, while Justices of the Peace are born or naturalised British subjects and Chinese; and these bodies have the privilege of nominating two members to the Council for the Governor's approval, but the Governor has the right of refusing to appoint any nominated person, and can appoint whomsoever he may select. The Executive Council sits with closed doors, and deliberates in secret. The Legislature appears to admit of full and unfettered discussion, but there is virtually no freedom of debate. Questions are considered and settled, and the policy to be adopted by the Government in connection therewith is decided secretly in the Executive Council. Questions are subsequently brought before the Legislative Council, where the Government have always a majority of votes—the officials being seven, and the unofficials five—and can secure the passing of any measure, in face of any opposition on the part of the unofficial members, who are thus limited to objecting and protesting, and have absolutely no power to carry any proposal which they may consider beneficial, nor have they the means of even modifying any enactment which may, in their opinion, be prejudicial to the interests of the Colony. In the adjustment and disposal of the local taxes and revenue it might be supposed that the unofficial representatives of the ratepayers would be allowed a potential voice, and in form this appears to be conceded by the Government. But it is in form only, and not in reality, for in the Legislature and when the Council is in Committee the official members are in a majority and the unofficial members can always be outvoted. The limited degree of self-government desired by us, subject to the Governor's veto, could be no more dangerous in Hongkong than the much greater rights of self-government in Cape Colony, where also there is an overwhelming preponderance of the native element. Legislative enactments are sometimes drafted by the Attorney-General, are frequently forwarded before publication in the Colony, or even communicated to the Council, for the approval of the Secretary of State in England, and when sanctioned are introduced into the Legislature, read a first, second, and third time, and passed by the mere numerous vote of the official members acting in obedience to orders and irrespective of their personal convictions. The legislation so prepared and enacted emanates on occasions from persons whose limited experience of the Colony's actual needs imperfectly qualifies them to appreciate the measures best suited to the requirements of the community. The persons who have the requisite knowledge and experience are naturally the unofficial members who have been elected and appointed as possessing those very qualifications—who have passed large portions of their lives in the Colony, and who have either permanent personal interests in it, or hold prominent positions of trust which connect them most closely with its affairs. They are therefore the more likely to have been required to carefully study its real needs, and to have thoroughly acquainted themselves with the methods by which these are best to be met. The offices held by some of the official members are at times merely stepping-stones in an official career; the occupants may be resident for a longer or shorter period in the Colony, and for them to form an opinion on any question which arises different from the course decided upon by the Executive of the Government when sitting with closed doors, is to risk a conflict with the Governor, and to prejudice their future career. They are therefore obliged to vote at times contrary to their conscientious convictions. It is fully admitted that in a Colony so peculiarly situated as Hongkong is, on the very borders, of a great Oriental Empire, and with a population largely composed of aliens, whose traditional and family interests and racial sympathies largely remain with that Empire, special legislation and guardianship are required. Nor are we less alive to the Imperial position of a colony, which is at once a frontier fortress and a naval depôt, the head quarters in the Far East of Her Majesty's Fleet, and the base for naval and military operations in these waters. We are not so impractical, therefore, as to expect that unrestricted power should be given to any local Legislature, or that the Queen's Government could ever give up the paramount control of that important dependency. The colony is, and must continue, subject to legislation issuing from the Imperial Parliament, and all local legislation must be subordinate to it. Her Majesty the Queen has complete power and full authority to make laws for the island, and all local laws must be approved and assented to by the Governor in the name of the Queen, and subject to disallowance by Her Majesty on the recommendation of her principal Secretary of State for the Colonies. We humbly represent, however, that to Malta, Cyprus, Mauritius, British Honduras, and other Crown Colonies more liberal forms of government than that enjoyed by Hongkong have been given; unofficial seats in the Executive Council, unofficial majorities in the Legislative Council, and thereby full power to control and manage municipal and purely local affairs—while in none of these colonies are the commercial and industrial interests of the same importance or magnitude as those of Hongkong. The ratepayers of Hongkong fully recognise the propriety and the necessity for the existence of proper checks and safeguards against the abuse of any power and authority exercised by any local Legislature, and will cheerfully acquiesce in their continuance and effective exercise, but we respectfully submit that subject to such checks and safeguards we ought to be allowed two or more unofficial members on the Executive Council, and a majority of representatives of British nationality in the Legislative Council. Permit me to give a few instances of the injustice to which the Colony may be, and has actually upon occasions been, subjected by reason of its inability to exercise control over local affairs. The cost of the administration of the Government has risen from $5,47,000 in 1887, to about $8,00,000 in 1895; it is still expanding, and is now excessive, while the revenue remains almost stationary. We are now saddled with an army of officials, as regards numbers, sufficient to govern a small empire. Not long ago the London authorities censured the local Legislative Council for expending some £2,000 of its own taxes on the partial introduction of electric light into several of the principal streets; yet at the same time they were peremptorily ordering us to build a new gaol, at a cost estimated at close upon £100,000, although it has been proved, and they have since admitted, that an extension of the old gaol, at a cost of about £9,600, would amply suffice for all requirements. As to the desirability of unofficial representatives being on the Executive Council, I would mention that some four years ago the then Governor of the Colony, on his own responsibility, and without the authority of the Legislative Council, by his warrant directed payment to the military authorities out of the Colonial Treasury of a sum of £20,000, an irregularity for which Lord Knutsford subsequently apologised to the ratepayers through the Council. In opposition to the wishes of the ratepayers the authorities in Downing-street have required the Local Government to borrow on two occasions in gold to the extent of £400,000, while the Colony's revenue is raised in silver, which borrowings, owing to the rise in the value of gold, are costing the Colonists rates of interest far heavier than if the loans had been raised in silver. The money could have been borrowed in silver at reasonable rates of interest, and thus these very heavy losses on the gold loans avoided. We earnestly claim that nothing could have shown more clearly the necessity for a reasonable measure of local self-government over municipal matters than the muddle made by the Colonial Government in dealing with the 'black plague' which visited Hongkong last year. That great calamity could never have reached the dimensions it attained, nor would it have been attended with such heavy losses and disastrous results, but for the accumulations of filth in the portions of the city occupied by the natives. Official neglect alone was responsible for permitting such vast accumulations of filth. At that most critical period of the Colony's history Hongkong was administered by officials, most of whom were 'acting,' and many of whom were less competent than the holders of the offices. The list of 'acting' officers was:—Acting Colonial Secretary, Acting Chief Justice, Acting Puisne Judge, Acting Attorney-General, Acting Director of Public Works, Acting Assistant Registrar-General, Acting Clerk of Councils, Acting Postmaster-General, Acting Police Magistrate, Acting Clerk to Magistrates, Acting Sanitary Superintendent, Acting Superintendent Civil Hospital, Acting Director of Observatory, Acting Assessor of Rates, Acting Registrar, Acting Deputy Registrar. The heaviest duties of grappling with the plague therefore devolved upon the Permanent Committee of the Sanitary Board, and its chairman, Mr J. J. Francis, Q.C., whose great services and arduous labours have so far remained unrecognised. There is no more loyal population in the Empire than that of Hongkong; we are educating the Chinese by means of a number of schools; we are improving our streets; we are carrying out useful and reproductive public works; and we are labouring to enforce sanitary rules in that Augean stable, the native portion of the city. But our resources are limited, and we are already taxed up to the limit of endurance. It is the fundamental principle of English life that there should be no taxation without representation, but our present Legislative Council is a mere mockery of representative government. We are anxious to do all in our power to safeguard the free port of Hongkong, and to expand and develop the Colony, but we earnestly plead for the privilege, the common birthright of our race, of settling our local affairs in our own way; and, gentlemen, in one word I appeal on behalf of the Hongkong community for your cordial assistance and support to our petition to the House of Commons, presented in March last, praying for a majority of unofficial members on the Local Legislature, which would give us power to manage our local affairs, subject to the Governor's veto, as at present, the absolute and paramount authority of the Crown over all Imperial matters being reserved and safe-guarded. For your support and assistance the people of Hongkong will be grateful.—*L. and C. Express.*

Quotations.

HONGKONG, June 13, 1895.

OPIUM—New Patna, cash,...	772½	
" Old " cash,...	—	
" New Benares, cash,	770	
" Old " cash,	—	
" New Malwa, credit,	710/720	
" Allowance, Taels,...	4/8	
" Old Malwa, credit,	730	
" Allowance, Taels,...	—	
" Persian, Oily, cash,	—	
" Allowance, Taels,...	—	
" Persian, Paper tied	810	
" Allowance, Taels,...	8	

HONGKONG REGISTER.

	Previous days 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.84	29.87	29.80
Temperature	80	80	82
Humidity ...	86	93	82
Direction of Wind ...	ENE	ESE	SE
Force	4	2	2
Weather	c	cp	c
Rain	—	0.14	—

Highest open air temperature on the 12th.....81
Lowest open air temperature on the 11th.....78

E. G. FIGG,
First Assistant.

Hongkong Observatory, June 13, 1895.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, June 13, 1895.

BAROMETER—	9 A.M.... ...	29.88
Do.	1 P.M.... ...	29.83
Do.	4 P.M.... ...	29.81
THERMOMETER—	9 A.M.... ...	84
Do.	1 P.M.... ...	85
Do.	4 P.M.... ...	84
Do.	(Wet bulb) 9 A.M.	81
Do.	Do. 1 P.M.	83
Do.	Do. 4 P.M.	81
Do. Maximum	...	85
Do. Minimum over night		80

Notices to Consignees.

STEAMSHIP *SAGHALIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Guadiquivir* and *Alphie*, from Havre ex S.S. *Alphie*, and from Bordeaux ex S.S. *Fred. Morel* and *President Leroy Lallier*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 2 p.m. TO-DAY (Wednesday), the 12th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 18th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 18th Instant, or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 18th Instant, at 3 p.m.

No Fire Insurance has been effected.

C. TOURNAIRE,
Acting Agent.

Hongkong, June 12, 1895. 1093

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship *Keemun*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 16th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Instant, at 3 o'clock p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, June 10, 1895. 1076

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE S.S. *Maria Valerie* having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., whence delivery may be obtained.

This Vessel brings on Cargo:—
From CALCUTTA, ex s.s. *Aglaia*, transhipped at COLOMBO. From TRIESTE, ex s.s. *Imperatrice*, transhipped at BOMBAY.

Optional Cargo will go on to SHANGHAI unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned BEFORE NOON ON THE 18TH INSTANT, OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th Instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & Co.,
Agents.

Hongkong, June 11, 1895. 1084

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS — AND — DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	TUESDAY, June 18, at noon.
Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, July 20, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	THURSDAY, Aug. 8, at noon.

THE Steamship *GAELIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 18th June, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, May 28, 1895. 1003

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	FRIDAY, June 28, at noon.
China (via Nagasaki, Kobe, Inland Sea and Yokohama)...	TUESDAY, July 9, at noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)...	TUESDAY, July 30, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, 28th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 8, 1895. 1071

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power.—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R.. WEDNESDAY, 3rd July.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 24th July.
EMPRESS OF CHINA ...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 14th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, June 12, 1895. 1090

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *RAVENNA*, Captain F. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 20th June, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the S.S. *CALEDONIA*, which Vessel takes on her Cargo for LONDON, *viâ* SUEZ CANAL, leaving that port on the 12th JULY, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 5, 1895. 1060

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich...	Monday	June 24.
Bayern.....	Monday	July 22.
Preussen.....	Monday	August 19.
Sachsen.....	Monday	Sept. 16.
Gera.....	Monday	Oct. 14.
Prinz Heinrich...	Monday	Nov. 11.
Preussen.....	Monday	Dec. 9.
Sachsen.....	Monday	Jan. 6.
Gera.....	Monday	Feb. 3.

ON MONDAY, the 24th day of June, 1895, at 3 p.m., the Company's S.S. *PRINZ HEINRICH*, Capt. ENGELBART, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 22nd June, Cargo and Specie will be received on board until Noon, on MONDAY, the 24th June, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 23rd June. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, May 30, 1895. 1020

Intimations.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).

One person, per day		$ 4.00
One person, per month ...	$75 to	90.00
Married couple (occupying one room) per day		7.00
Married couple (occupying one room) per month		150.00
Married couple (occupying two rooms) per month		170.00

For further Particulars, apply to

THE MANAGER.
New Victoria Hotel.

Hongkong, April 10, 1895. 696

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants.
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 2, 1895. 628

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
Cabinet-maker and Art Decorator,
from SHANGHAI, has opened a FURNITURE STORE at No. 3, WYNDHAM STREET.

The only Shop in Hongkong with this name.

Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. "LI KWONG LOONG furnished "the Annexe to our Dispensary and "gave us every satisfaction.

(Sd.) "A. S. WATSON & Co., LD."

ORDERS punctually attended to and CHARGES MOST MODERATE.

AN INSPECTION INVITED.

Hongkong, April 13, 1895. 712

KOWLOON HOTEL,
ELGIN ROAD.

ABOUT 2 minutes' walk from KOWLOON GODOWN WHARF. Surrounded by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

WINES AND SPIRITS of best quality.
BAR, BILLIARDS AND AMERICAN BOWLING ALLEYS.
ROOMS TO LET WITHOUT BOARD.

LUIZ M. LOBO,
Manager.

812

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

Intimations.

THOMAS' GRILL ROOM,
No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my Patrons that in connection with the Grill Room, I have secured the 1st Floor recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present Grill Room) and have fitted it up for

LADIES' DINING ROOMS,

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS & SUPPERS

to parties when Ordered distinct from the ordinary Grill Room.

DAILY NEWSPAPERS AND PERIODICALS.

W. THOMAS,
Proprietor.

Hongkong, May 22, 1895. 972

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER,
2 and 3 Peddar's Hill.

Hongkong, July 24, 1893. 1287

CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street.

478

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	3 c	Hansen	Dan. str.	355	June 12	A. R. Marty	Pakhoi	
Alderley	1 k	Nicholas	Brit. str.	1961	June 11	Shewan & Co.		
Ashoun	5 c	Murray	Brit. str.	1827	May 25	Melchers & Co.		
Beatrice	5 c	Edward	Brit. str.	1442	June 13	Dodwell, Carlill & Co.	Saigon	To-morrow
Bentala	8 h	Filmer	Brit. str.	1776	May 28	Dodwell, Carlill & Co.		
Benledi	1 k	Farquhar	Brit. str.	1650	June 11	Gibb, Livingston & Co.		
Brindisi	5 c	Peters	Brit. str.	2129	June 12	P. & O. S. N. Co.		
Evandale	3 c	Buyers	Brit. str.	2467	June 11	Dodwell, Carlill & Co.		
Formosa	5 h	Hodgins	Brit. str.	680	June 13	Douglas Steamship Co.	Coast Ports	To-morrow
Gaelic	...	Pearne	Brit. str.	4209	June 10	O. & O. S. S. Co.	San Francisco	Cos'tan Dock
Glenartney	5 c	McGregor	Brit. str.	1944	June 13	Jardine, Matheson & Co.		
Hanoi	5 c	Chodzko	Fch. str.	758	June 12	A. R. Marty	Haiphong	15th inst.
Helene Rickmers	3 c	Ribelmund	Ger. str.	1038	June 9	Melchers & Co.	Yokohama	20th inst.
Holstein	5 c	Bruhn	Ger. str.	1103	June 9	Wieler & Co.	Saigon	15th inst.
Kutsang	5 c	Payne	Brit. str.	1495	June 13	Jardine, Matheson & Co.	S'pore & Calcutta	18th inst.
Loo Sok	5 c	Jackson	Brit. str	1040	June 11	Yuen Fat Hong		
Memnon	10	Branch	Brit. str.	825	June 10	Butterfield & Swire	Sandakan	To-morrow
Moldava	5 c	Burnside	Brit. str.	1477	June 3	Jardine, Matheson & Co.		
Namoa	5 c	Roach	Brit. str.	863	June 11	Douglas Steamship Co.	Swatow, &c.	To-morrow
Pakshan	3 h	Jones	Brit. str.	835	June 11	Hop Hing Hong		
Pallas	8 h	Murray	Brit. str.	2102	June 12	Mitsui Bussan Kaishia		
Phra Chula Chom Klao	...	Williamson	Brit. str.	1013	June 3	Yuen Fat Hong	.....	K'loon Dock
Propontis	5 c	Warrack	Brit. str.	1390	June 7	Chinese		
Rubens	...	Draper	Brit. str.	1129	June 12	Dodwell, Carlill & Co.	.....	K'loon Dock
Sungkiang	4 c	Dodd	Brit. str.	994	June 13	Butterfield & Swire	Manila	15th inst.
Tellus	8 c	Amundsen	Norw. str.	1639	June 13	Wieler & Co.		
Sailing Vessels.								
Adolph	4 c	Paulson	Ger. bqe.	877	May 9	Melchers & Co.		
Alcedo	3 c	Coutts	Br.Am. bqe.	2309	May 21	Standard Oil Co.		
Aurora	2 c	Berndt	Brit. bqe.	295	June 5	Chinese		
Caleb Curtis	5 c	Raymond	Brit. sch.	67	April 28	China Traders Insurance Co.		
Centennial	5 c	Colcord	Amer. sh.	1323	May 11	Captain		
Challenger	3 c	Purington	Amer. sh	1399	June 6	Reuter, Brockelman & Co.		
Fort Stuart	2 k	Fletcher	Brit. sh.	2313	June 6	Standard Oil Co.		
Gartha	5 c	Tengelsen	Norw. bqe.	541	May 22	Master		
Glenesslin	2 c	Pritchard	Brit. sh.	1743	April 4	Standard Oil Co.		
Santa Cruz	6 c	O'Keefe	Amer. sch	92	May 13	Wieler & Co.		
Siam	5 c	Garlicha	Ger. sh.	1691	June 1	Stanard Oil Co.		
Tasmania	5 c	Grahn	Br.Am. bqe.	2080	June 5	Standard Oil Co.		
Wm. Le Lacheur	2 c	Maddox	Brit. bqe.	573	June 3	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Æolus	twin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Groome	Chefoo
Alacrity	despatch-vessel	1700	4	3180	Commander De Lisle	Chefoo
Archer	cruiser 3rd class	1770	6	2200	Comd. Conyers Lang	Chefoo
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Behring Sea
Centurion*	twinscrew battle ship	10,500	14	13,000	Captain J. M. McQuhae	Chefoo
Daphne	sloop	1140	8	1400	Commander MacArthur	Nagasaki
Edgar	twin-screw cruiser 1st class	7350	12	10,000	Capt. William H. Henderson	Chefoo
Esk	g-bt. 3rd class coast defence	363	9	340	Lt.-Com. Ravenhill	Shanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Hankow
Leander	cruiser 2nd class	4300	10	5500	Captain Count Metaxa	Nagasaki
Linnet	gun-vessel 2nd class	756	5	1050	Commander Bearcroft	K'loon Dock
Mercury	cruiser 2nd class	3730	13	7300	Capt. Wilmot H. Fawkes	Singapore
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Larton	Hakodate
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Chefoo
Plover	gunboat 1st class	755	6	1200	Lt.-Com. Hon. F. C. B. Addington	Chefoo
Porpoise	cruiser	1770	6	3500	Commander F. R. Pelly	Shanghai
Rainbow	cruiser 3rd class	3600	17	—	Captain Wm. C. C. Forsyth	Hongkong
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. Hugh Cotesworth	Hankow
Redbreast	screw gunboat 1st class	805	6	720	Lt.-Com. Robt. H. J. Stewart	Tamsui
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. C. G. May	Bangkok
Spartan	twin-screw cruiser 2nd class	3600	8	7000	Captain Alfred L. Winsloe	Amoy
Swift	gun-vessel 2nd class	750	5	1010	Commander R. K. McAlpine	Chefoo
Tweed	g-bt. 3rd class coast defence	363	3	340	Lieut. Ward	Takow
Undaunted	cruiser	5600	12	8500	Captain Hallifax	Chefoo
Victor Emanuel	receiving ship	5157	14	—	Commodore Boyes	Hongkong
Wivern	coast defenceship, armoured	2750	4	1450	———	Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral Buller, C.B.

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